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3 JAN 1981

Anderson, Capt A/J-35D 3309 wpa Name

Flight 9 Preparations

1. The launch of DSP Flight 9 has been rescheduled from 10 Feb 81 to 16 Feb 81. The rescheduling resulted from a delay in shipment of satellite checkout equipment to the Eastern Space and Missile Center (ESMC) and a Space Division (SD) desire to better align the launch date with AFSCF support requirements to other launch preparation activities. The Titan IIIC booster is at the ESMC and SD/COMUS Ground Station (CGS) training is going well. Space Division has successfully completed two development rehearsals and the final launch dress rehearsal is tentatively scheduled for 3 Feb 81.
2. Flight 9 (Satellite 10) will be a slightly less capable satellite than Flight 8 was at launch. Differences in the two satellites follow:
 - a. Flight 9's masking/anti-reflection features will be less than Flight 8's but will be better than that for Flight 6 and 7.
 - b. Flight 9's nadir (area of no coverage) will be slightly larger than Flight 8's (0.16 deg vs 0.09 deg) but will be substantially smaller than Flights 6 and 7 (0.16 deg vs 15.0 deg).
 - c. Flight 9's sensor will start out at a higher operating temperature than Flight 8's sensor (-148 deg vs -175 deg) and, as a result, its initial detection capability will be slightly less than Flight 8 at launch. Flight 9's initial detection capability will be equivalent to Flights 6 and 7 at launch.
 - d. b1
 - e. Flight 9's star sensors were modified to decrease the probability of mechanical sticking of the star sensor sun shutters as experienced on Flight 6. This change did not address sun shutter electrical malfunctions such as the occurrences on Flight 8 in November 80, and the potential for that type of failure with Flight 9 will remain.

The choice of Satellite 10 over Satellite 11 (a more advanced satellite) for the Titan 2 launch resulted from the fact that Satellite 10 was the satellite closest to launch readiness at launch and would become a multi-million dollar "hangar queen" if not launched for Flight 9. Satellite 10 is compatible only with the Titan IIIC booster and the last DSP allocated Titan IIIC is being used for the Flight 9 launch.

3. Launch and Early Orbit, Handover and Turnover concerns have been resolved between J-37 and SAC/EXM. A joint SAC/ADCOM Test Director Charter (Atch 1) has been completed and establishes the responsibility and authorities of the Test Director. Lt Col Daniel Schwarz has been designated the Senior SAC/ADCOM Test Director and Maj L. L. Mickelson is his assistant. SAC has agreed to joint Handover and Turnover briefings as suggested by J-37 in Atch 2. The briefing will be given at HQ ADCOM to A/J-3 and SAC/EX at approximately launch ⁰¹ for Handover and after all testing has been completed for Turnover.

4. The Flight 9 deployment briefing is nearing completion. Bat 1, 4403 CPUS delivered their DSP deployment analysis to J-37 on 25 Sep and A/J-37 has completed their examination ⁰¹ mid-November. The first dry run was accomplished on 16 December and a second briefing will be available for your review by 15 January 61.

SIGNED

LLOYD E. THOMAS, Col, USAF
Dir of Sp & Msl Wng Operations

~~3 Atch~~

~~1. SAC/ADCOM Test Dir Charter, 12~~

~~Sep 60 (2)~~

~~2. A/J-37 Msg, Flt 9 Handover/
Turnover Issues, (2)~~

(No record of attachments.)